

Chronicle

Published for the employees of NISE East — "Excellence through Teamwork"

Naval Command, Control and Ocean Surveillance Center, East Coast Division, Charleston, South Carolina



Capt. Ron Polkowsky, explains the command's video teleconferencing capabilities to Jane Fulton, a Wando High School teacher (see related story on page 23).

Captain's Call

Mother Nature has indeed ushered in an early spring. The fresh air is abound and each day brings forth new opportunities and challenges. A new season to leap forward with, taking advantage of our ability to build a better tomorrow from today!

I attended the Stars on Ice skating show recently at the North Charleston Coliseum and watched in awe as the Olympic and world champions performed flawless routines with grace and incredible skill. I found it no coincidence that I could reflect on the daily performance of the stars here at NISE East, as I readily watch in awe of your individual and collective performance. You have an insatiable desire to do the right thing, and your energy and enthusiasm are inspiring to each other and to me.

Halfway through the fiscal year, your ability to keep pace with the business challenge of managing carryover puts us far ahead of where we were at this time last year. Execution of direct work years and hiring efforts to achieve budgeted end strength are noted with encouragement to seek further progress. We are beginning the intense effort to put together our Navy Capital Working Fund (NCWF) (formerly Defense Business Operating Fund (DBOF)) annual A-11 budget, which is due on May 1 and will set the budget for fiscal year 1999. It is through the focused efforts of the financial and technical code team that this effort will result in the construction of a strong pillar for the future.

In February we celebrated African-American History Month in honor of the many significant contributions by African Americans to our great nation, with both distinction and pride. March is Women's History Month, celebrating years of noted achievement by women with commitment and pride for our country.

The NISE East engineering facility is closer still to move-in day. The efforts to take us down the home stretch have been fast and furious. The light is lit and can be seen from beyond the tunnel. Like opening a fine wine when the time is right, we will deliver the engineering



Capt. Ron Polkowsky
NISE East Commanding Officer

center when safety and security are ensured, and the environment for you to do your job is made available. We are soooo... close! The season opener is right around the corner! Like any gathering place, the center is a morale conducive cornerstone of our growing NISE East campus. You can feel the energy and excitement. See you at the ballpark!

There's been a flurry of activity in building 3112 since its opening in December 1996. The integration area is becoming populated with communication suite turnkey labs for the Hydrographic survey ships, the new construction aircraft carrier program (CVN 76), and the new amphibious transport program (LPD 17), as well as turnkey labs for shipboard closed-circuit TV and NAVMACS. The van area has been steadily populated with the mobile systems programs coming down from NISE East Detachment St. Inigoes since early January. In addition, an integration lab for the mobile operations command center (MOCC) is being configured to support mobile systems.

The NISE East conference center in building 3112 has been booked solid from day one through June! A number of symposiums, conferences, and group interaction

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NISE East assigned responsibility in \$641 million contract to support the USS San Antonio, LPD 17

By Robert Tribble

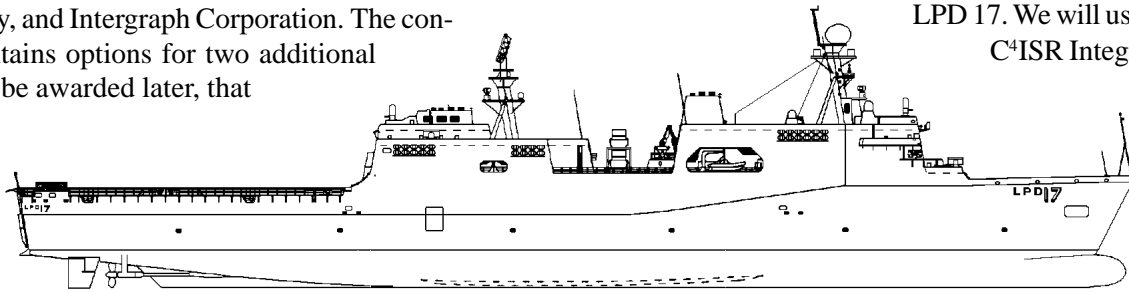
Surveillance and Systems Engineering Department

On Dec. 17, 1996, the U.S. Navy announced the award of a \$641 million full-service contract to Avondale Industries, Inc. in Avondale, La., for the design, construction, and life-cycle support of the *USS San Antonio* (LPD 17), which will be the lead ship in the Navy's next generation of amphibious ships.

Avondale is the prime contractor heading an alliance with Bath Iron Works Corporation, Hughes Aircraft Company, and Intergraph Corporation. The contract contains options for two additional ships, to be awarded later, that

and standards except where absolutely necessary. This contract uses an integrated product and process development team approach whereby program management, ship design, ship integration, cost engineering, and test teams composed of full-service contractor and government personnel will be co-located at the shipyard.

How does NISE East play into all of this? Primarily, NISE East has been assigned the responsibility to engineer, fabricate, test, and install a completely integrated Radio Communications System (RCS) and Ship Signal Exploitation Space (SSES) for the LPD 17. We will use our new C⁴ISR Integration Facility



would raise the contract value to over \$1.5 billion; and if Avondale performs well on this contract, they could receive sole source contracts to build the remaining ships in the class.

The LPD 17 is scheduled for delivery in the year 2002 and is the first in a class of 12 amphibious transport dock ships that are planned to be the functional replacement for 41 aging amphibious ships in the LPD 4, LST 1179, LSD 36, and LKA 113 classes currently in the fleet.

The LPD 17 program, managed by NAVSEA PMS 317, features many technical and contracting innovations. The ship will have superior passive survivability with features such as reduced radar cross-section and structural hardening, and it will have an unprecedented self-defense capability as well as employ the first full ship fiber optic cable plant for the backbone of its integrated interior command and control system.

The LPD 17 will be the first lead ship new construction program to implement the June 1994 Secretary of Defense specifications and standards reform policy, which essentially eliminates reliance on military specifications

(building 3112) for the production of the RCS and SSES suites as well as the individual systems within these suites and other government furnished equipment we'll be delivering to Avondale. NISE East will be required to support the IPPD teams to the extent that we may have personnel on-site at the shipyard. Avondale, through its ship systems integrator, Hughes Aircraft, may require access to NISE East laboratory and production facilities via a test network or "virtual lab" in order to test our C⁴I systems with other combat systems prior to having the systems installed aboard ship.

NISE East C⁴I Integration representatives (code 092) are currently in contact with SPAWAR code 05 and NAVSEA PMS 317 to work out the details of our role and establish how NISE East will ramp up to support this rigorous and fast track program. Discussions are also occurring with senior representatives from each technical code to ensure a full command perspective and approach.

In all, this exciting new program holds great promise for the NISE East family!

Gold disk program saves time and money



Cuong Thai (left) and Barry Worrell work at the two gold disk development stations in the Tidewater Support/Special Projects Branch, NISE East Det Norfolk.

*By Connally Willis
Tidewater Support/
Special Projects Branch*

Photos By Ken Sawyer

Significant cost and 2M repair savings are being realized throughout the Navy due to the introduction of the accelerated gold disk program. As a certified gold disk developer, the Tidewater Support/Special Projects Branch (code 514) has supported this effort since 1991.

The accelerated gold disk program, sponsored by NAVSEA and introduced in 1990, seeks to enhance existing circuit card assembly (CCA) and electronic module (EM) component fault isolation capabilities using this low-cost but effective diagnostic technology. Gold disks, a paperless CD-ROM product, contain diagnostic data for signature analysis, piece-parts information, assembly drawings and schematics.

In conjunction with the AN/USM-646(V) electrical equipment test station,

gold disks are used for diagnostic troubleshooting, and for the development of gold disks.

As a development station, the AN/USM-646(V) combines digitized component and edge connector signatures from three good CCAs or EMs for later use in testing suspected failed CCAs or EMs. The individual gold disk, containing diagnostic test routines, is stored on CD-ROMs and distributed to end users on a quarterly basis.

As a test station, the AN/USM-646(V) supports organizational and intermediate (O/I) level repair of simple to moderately complex CCAs and EMs. The station costs less than \$20,000 and consists of a Huntron 5100DS test set, a desktop personal computer (PC), a flat-bed scanner, and related accessories. One CD-ROM can contain more than 1,500 individual gold disks.

Since 1990, the program has expanded to include all shipboard maintenance facili-

ties having 2M capability. In 1992, the U.S. Marine Corps, Coast Guard, and Air Force joined the accelerated gold disk program. To date, 2,273 gold disks on CD-ROMs have been distributed to user activities.

NAVSEA estimated the potential annual cost avoidance for surface, subsurface, and Navy Inventory Control Point cognizant shore-based systems to be \$90.5M based on existing workload. Potential annual cost avoidance varies during ship operations from approximately \$100K for MCM class ships, over one million dollars for carriers, and several million dollars for major training commands. Cost avoidance, a major criteria in selecting CCA and EM candidates for gold disk development, represents the difference between piece-parts cost at the O/I level, as opposed to the cost for depot repairs or replacement of consumable CCAs or EMs.

NAVSEA assigned Naval Undersea Warfare Center Detachment Norfolk (NUWC Det Norfolk), the 2M/MTR ISEA, as the accelerated gold disk program coordinator. They publish and continuously update a listing of potential CCAs and EMs. These items have a value of annual demand of \$2,000 or greater. The candidates are "ranked" in descending order of annual cost avoidance, casualty repair history, and demand. A candidate's rank directly determines its priority for gold disk assignment. Funding for ranked candidates is provided by the accelerated gold disk program by way of NUWC Det Norfolk.

Program sponsors and ISEAs can, and should, nominate candidates for gold disk. If a nominated candidate is approved for gold disk assignment, funding will be provided by the gold disk program sponsors. Unranked candidates, usually from new equipment, are paid for by the program sponsor or ISEA requesting gold disk development. NUWC Det Norfolk performs final verification of all gold disks before distribution to end users.

The gold disk development lab, located at NISE East Det Norfolk in building 1555, St. Juliens Creek Annex, began operation in July 1991. Code 514, led by **Charlie Krause**, is responsible for all gold disk activities for NISE East. The gold disk production effort, managed by **Connally Willis**, has a staff of two certified gold disk developers, one quality assurance inspector, and one production assistant. The lab contains two fully supported AN/USM-646(V) development stations. The average time

to develop a gold disk is two weeks, and it costs \$6,000. To date, 116 gold disks have been developed by code 514.

Code 514 has expanded its efforts to support all NISE East equipment and systems. Program managers and ISEAs are strongly encouraged to use this in-house capability. For a relatively small cost, gold disk develop-

ment of CCAs and EMs provides a large return on investment (e.g., reduced maintenance time and cost, and improved operational availability of assets).

Code 514 has expanded its efforts to support all NISE East equipment and systems. Program managers and ISEAs are strongly encouraged to use this in-house capability. For a relatively small cost, gold disk development of CCAs and EMs provides a large return on investment.

For more information on the accelerated gold disk program, or to nominate a CCA or EM for development, call **Connally Willis** (757-485-6422, ext 327, or e-mail: williscc@nosc.mil), or **Ella Collier** (757-396-0602/0173, or e-mail: colliere@nosc.mil).



Accelerated gold disk workstation.

Policy effort continues

By Mark Leyde

IT Life Cycle Management and Telecommunications Management Branch

The NISE East Life Cycle Management (LCM) Team, SPAWAR and NRaD sponsors met Feb. 5 through 7, 1997, in Charleston to brainstorm and review ideas for implementation of the new Navy policy for IT Management approvals, SECNAVINST 5200.2B. Members of the LCM team are: **Henry Pinner, Mark Leyde, Wayne Bish,** and **Paula Mills** of the IT Life Cycle Management and Telecommunications Management Branch, code 0912.

The new SECNAV instruction is the Navy implementation of a new DoD policy (DODINST 5000.2R) which canceled and consolidated many directives into the new instructions. All of this is a result of the fallout from the much heralded, but lesser understood, Clinger-Cohen Act, more popularly called the Information Technology Reform Act (ITMRA).

The combined NISE East, NRaD and SPAWAR effort was designed to coordinate recommendations which can be included in command policy. If implemented, these recommendations would relieve much of the burden of complying with IT management approval and acquisition policy requirements. These efforts will not make LCM requirements go away — the best we can hope for is to ease the burden, making requirements clear and consistent, and by imposing only the absolute minimum documentation requirements.

The recommendations are currently being implemented to improve procedural changes. Some specific

recommendations made were:

- ✓ Increase local milestone decision authority level from current \$5M to \$30M;
- ✓ Clarify the difference between IT management (LCM) approvals and IT acquisition approvals;
- ✓ Develop a document format for management approval of abbreviated acquisition programs (AAP) which will replace the old ASDP;
- ✓ Clarify the distinction between weapons systems AAP and information technology AAP requirements;
- ✓ Identify additional document submission requirements for IT acquisition paper and national security systems IT acquisition paper;
- ✓ Consolidate IT budget submission and IT management approval processes for corporate overhead IT resources;
- ✓ Obtain IT management approvals from program and resource sponsors (at time funding is received).
- ✓ Delegate maximum authority to field activity levels — maintain oversight and auditing authority at SYSCOM level; and
- ✓ Publish and maintain in a public location (such as a Web page), policy documents and examples in clear, condensed format.

During the meetings, specific actions were assigned and plans made to continue the combined efforts to implement SECNAVINST 5000.2B in a reasonable and responsible manner.

The code 0912 LCM team will keep NISE East readers informed of developments in this area. Meanwhile, watch for future articles on such topics as “What is IT?” and “What is ITMRA?”

Wireless communications installed on submarines

By Robert Sauer

Tactical Switching Branch

The *USS San Francisco* (SSN 711) was selected to be the initial test site for the latest in personal communication devices. The NISE East Submarine Wirefree Communications (SUBWIFCOM) team, led by Bob Sauer of code 511, installed a new state of the art telephone exchange and a 1.9 GHz cellular system — including approximately 200 feet of radix cable (leaky coax) in the operations compartment of the *San Francisco*. The crew will evaluate the system — including six low-power WIFCOM radios — over the next few months, allowing for a final design for implementation within the fleet.

SUBWIFCOM provides an instant, untethered communications system allowing the submarine sailor to do a better job, faster. With downsizing, and the resulting reduction of crew members, it is vital that we are able to reach each sailor immediately. Noise reduction onboard is also achieved with less need for shipboard announcements.

Forum addresses C⁴I information flow requirements

*By Kathryn Murphy and Tim Justice
Joint Information Support Branch*

Information technology tools were at the forefront last November when NISE East hosted the Copernicus Requirements Working Group (CRWG) at the Dam Neck Naval Training Center, Dam Neck, Va., from Oct. 28 through Nov. 1, 1996. Video teleconferencing, local area networks and internet applications were the stars of the week-long conference attended by as many as 1,300 people.

Sponsored by Vice Adm. W. J. Davis, Jr., director of Space and Electronic Warfare, the CRWG incorporates the former Communications Working Group, Information Technology Working Group, and Joint Maritime Command Information System (JMCIS) Requirements Working Group (JRWG) into a forum intended to address C⁴I information and requirements. Goals are to encourage information flow between all functional disciplines with C⁴I in a common decision-based forum, prevent duplicative development efforts, ensure interoperability, and reduce system development costs through common software and hardware architectures.

Rodger Moore, Karen Mammosser, and Steve Ciganek, all members of the Joint Information Systems Division (code 63), were the major coordinators and integrators of the meeting. "Just getting the equipment was quite an effort," Rodger said. "To bring five sites together into one meeting forum required cameras, video projectors, monitors, computer equipment, and lots of audio gear."

The CRWG, held in the

Shifting Sands Conference Center for the first two days, featured speakers Adm. Archie Clemins of Pacific Fleet and retired Vice Adm. Jerry O. Tuttle of Mantech. Attendees also participated in a flag forum, question and answer session, with Rear Adm. Wagner of SPAWAR, Rear Adm. Gauss of DISA, Dr. Langston, deputy assistant Secretary of the Navy for Research, Development and Acquisition, Rear Adm. Wilson, CNO N6B, and Maj. Gen. Richwine, USMC CIO.

Demonstrations of upcoming C⁴I capabilities included: telemedicine, the Marine Corps' C²PC (a.k.a JMCIS on a PC), and computer based training for the JMCIS 1.1.5 software and the GFCP hardware.

Rodger, Karen, and Steve made the conference run seamlessly with their upfront legwork and a lot of behind-the-scenes technical wizardry. Three integrated system digital network lines, installed to provide VTC capability between the Shifting Sands and the base theater, accommodated overflow from the main conference center. A computer room, set up to make on-site updates to presentations, was installed for the occasion. In addition, broadcasts conducted over the internet using CU SeeMe software allowed people not attending the conference to see and hear the speakers by logging into the JMCIS home page.

Because of the large attendance and the increasing number of people with tactical, non-tactical, and intelligence interests, the 1997 CRWG will move to the more spacious Virginia Beach Pavilion this year.

Many thanks to Rodger, Karen, and Steve for a job well done.

March is Women's History Month...

The theme of this year's celebration is "A Fine and Long Tradition of Community Leadership." A Congressional resolution proclaimed the week of March 8 as National Women's History Week in 1981, and the entire month of March six years later.

Easter, March 30...

Easter, the celebration of the Resurrection of Christ, falls on the first Sunday after the first full moon on or after the vernal equinox, always occurring between March 22 and April 25.

Keep America Beautiful Month...

April will mark the 26th annual observance of Keep America Beautiful Month.

The observance was originally created as "Scouting Keep America Beautiful Day" in 1971. Together with the Reynolds Metal Co., a massive national cleanup and recycling event took place. The Girl Scouts joined the effort in 1972, and in 1973 it became Keep America Beautiful Week. Today, it lasts a month.

Passover, April 21-29...

Passover, which commemorates the delivery of the Jews from slavery in Egypt, starts at sundown on April 21 and continues for eight days. It is one of the most important religious holidays in Judaism.

Earth Day...

Earth Day, April 22, is an international celebration of the environment, recognized in countries around the world. This year marks the 21st anniversary of Earth Day.

Test lab now available to support your EMI/EMC needs



The new electromagnetic interference (EMI)/electromagnetic compatibility (EMI/EMC) test laboratory is now “on line” in the Electromagnetic Environmental Effects (E³) Branch (code 323), supporting SPAWAR, NAVSEA, and NISE East customers.

The EMI/EMC test lab, originally located in St. Inigoes, Md., moved to lab 4 in building 3113 at Charleston Naval Weapons Station, Southside as a result of the Base Realignment and Closure (BRAC) process — the consolidation of the four east coast engineering centers.

The laboratory, centered around a new radio frequency (RF), is a shielded enclosure designed to meet the criteria for performing MIL-STD-461/462 EMI/EMC tests.

MIL-STD-461 establishes the EMI performance re-

quirements for equipment and subsystems used by DoD activities. MIL-STD-462 establishes the standardized test methods used to verify that the equipment and subsystems meet these requirements.

This facility can also be used to evaluate commercial off-the-shelf (COTS) equipment and nondevelopmental items (NDI) prior to installation, using either MIL-STD-461/462 criteria, commercial EMI/EMC standards, or user-designated test limits. Testing of these items prior to installation identifies any RF emission or susceptibility problems which may occur, providing an opportunity to correct problems beforehand.

The shielded enclosure is 26 feet long by 18 feet wide by 10 feet high and has an adjacent anteroom (control room) which is 12 feet long by 7 feet wide by 10 feet high. The shielded enclosure provides magnetic field

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NISE East teams with Trident refit facilities for complex installations

By David Hatcher
EHF SATCOM Branch

The AN/USC-38(V) EHF SATCOM system, designed to provide a variety of communications capabilities resistant to jamming, provides a low probability of intercept, electromagnetic pulse (EMP) protection, and report back capability. It provides voice and digital data transmission between submarines, surface ships, and shore sites. Initial operation utilizes the Fleet Satellite EHF Package (FEP) installed on designated fleet satellites. Follow-on tests and evaluation of the Military Strategic and Tactical Relay (MILSTAR) satellite, launched in 1994, will provide worldwide coverage. Delivery of production model communications terminals began in 1992. The system provides minimum essential strategic and tactical communications worldwide.

Three versions are being delivered: the AN/USC-38(V)1 for submarines, the AN/USC-38(V) 2 for surface ships, and the AN/USC-38(V)3 for shore sites. Each version contains three basic groups: the communications equipment group (CEG), the high power amplifier (HPA), and the antenna group (AG). The primary differences are the antennas and their control systems: (V)1 uses a seven inch dish antenna mounted on top of the latest operational periscope; (V)2 system uses a pair of 34^{1/2} inch dishes to gain maximum coverage; and the (V)3 system uses one 72 inch dish. The topside of a ship hosts various antennas and other equipment, creat-

ing blockage zones — using two antennas limits the amount of blockages. An optical survey is performed to map the blockages for each antenna, and the system is programmed to switch between antennas as needed, gaining maximum satellite “look areas,” and eliminating blockage areas. The (V)3 antennas are strategically located to gain the maximum satellite look areas — generally easier to achieve since shore stations are not mobile. All antennas are enclosed in appropriately sized radomes.

Installation of the (V)1 system on submarines created some distinct obstacles, the greatest being the completion of such a large ship alteration (ShipAlt) by an alteration installation team (AIT) during a short pier-side availability.

Completion of ShipAlt 3122K on board SSN 688-class submarines, considered the new baseline for radio room design for the class, is one of the most complex installations performed by an AIT. To implement this baseline, removal of approximately 90 percent of all equipment in the radio room is required. A complete installation includes modifications to the radio room main/in-board, WLR-8 and forward compartment mid-level (FCML) vent lines, navigation interface (NAV IC) switch board modifications, major structural work for the high-power amplifier (HPA) foundation, HPA transformer foundation and extensive joiner work modifications, and replacement of three eight-circuit

breaker panels with 12-circuit breaker panels. Also included is ShipAlt 3490, rack 16 installation, and safe relocation., requiring extensive ventilation and structural modifications. In addition, the CEG and HPA (too large to fit through the hatches) must be disassembled prior to loading them on the submarine. Many of the installations are completed in two phases.

Phase I includes all radio room relocations and installation of the EHF terminal; phase II completes installation of the waveguide and antenna, along with installation of the periscope by Naval Undersea Warfare Command (NUWC). The system operation and verification test (SOVT)

NISE EAST is the only command to have completed EHF installations on board submarines and the TRF's are the only commands to have completed any installations on TRIDENT submarines, allowing the teamwork concept for expertise in EHF installations and TRIDENT to be combined.

is conducted after completion of phase II.

Completion of phase I requires a great deal of planning and managing. A crew of 18 to 20 works two shifts, 10 to 12 hours each, 6 to 7 days a

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MCAS Beaufort gets new radar air traffic control facility — NISE East moves operations from old to new... *smoothly*

*By Nathan Baird
Program Planning and Engineering
Branch*

The Air Traffic Control (ATC) Program Planning and Engineering Branch (code 313) recently completed the relocation of the Radar Air Traffic Control Facility (RATCF) at the Marine Corps Air Station (MCAS) Beaufort. The task began with the formulation of the base electronics system engineering plan and ended with a ribbon-cutting ceremony.

A RATCF consists of two main parts with several outlying facilities tied to it. The two main parts are the radar control room and the air traffic control tower (ATCT). The outlying facilities at Beaufort include an airport surveillance radar, a precision approach radar, a radio receiver site (RX site), and a transmitter site (TX site).

The MCAS Beaufort RATCF is responsible for providing air traffic control services as assigned by the FAA for the Beaufort area, including six civilian airports in outlying areas. Designated as terminal radar approach control Class IVB radar, they indicate that the appropriate facility provides control for all aircraft enter-

ing or exiting the applicable airports and the surrounding airspace. Beaufort also provides some enroute services for those national airspace federal airways which intersect Beaufort's assigned airspace — airways which are specific routes pilots fly (when looked at on an aeronautical chart, it is similar to looking at a road map). Commonly referred to as the "I-95 of the sky," the Eastern Seaboard is easily seen overhead in Charleston on a clear day by looking for the numerous contrails being produced by the airliners flying north and south.

MCAS Beaufort is the only active military airport with three active military operations areas within its FAA delegated approach control airspace. This provides the military with an operating airport from which defenders (the good guys) and aggressors (the bad guys) can practice combat scenarios, requiring a tremendous amount of coordination with the FAA to ensure safety of flight for all concerned.

Several years ago, the air operations folks at Beaufort requested a new control facility be constructed at a different site on the airfield. The new facility would provide better visibility of the entire airfield; in particular, the approach end of Runway 23, the second longest runway on the east coast. This runway allows MCAS Beaufort to serve as a secondary land-

ing strip for the space shuttle and a viable practice field for larger aircraft such as the C-141s and C-17s out of Charleston Air Force Base.

Military construction project P-380 was implemented and completed by Southern Division, Naval Facilities Command. We were allowed access to the new RATCF (building 1166) in October 1994. As a prelude to actual work inside the new facility, we installed the new cable plant to connect all remote equipment sites, as well as the old RATCF site, to building 1166. The cable plant utilizes fiber optic and copper cables.

A 300-pair copper cable and more fiber were installed between the old and new RATCFs with the intent of providing administrative (non ATC) telephone service to the new RATCF. This was done as a favor to the Information Infra-Structure Branch (code 513, Frank Graham and T.P. Dong) and in return we received use of several pairs for our own use — connectivity between the F-18 squadrons located in the hangars and the squadron radios located in our RX/TX sites and connectivity to the automated surface observing system (ASOS) interface, and the weathervision system located in the weather office. ASOS provides wind speed /direction and altimeter information to our display system. Weathervision is a text based video presentation of the latest weather con-

ditions and forecast which is also provided to the controllers.

We also installed another special-use cable between buildings 600 and 1166 for Mike Moody in the Communications Control Engineering Branch (code 312) to utilize in an upcoming installation of the integrated voice communication switching system (IVCSS). The IVCSS is the “voice switch” interface between the air controllers and the radios which allows them to talk to the aircraft.

We installed the cable tray under the raised computer deck, the Emcor Equipment cabinetry and the power circuits for all the cabinets, continuing our efforts to tie the remote sites to the new RATCF. All these tasks were in preparation to relocate the radar processing and display systems still in use at the old RATCF. This would be the most significant factor in attempting to schedule the different phases of moving the RATCF to its new home. Without causing any downtime to air operations, all necessary equipment cabinetry and interconnectivity were installed, completing phase I.

Phase II involved the installation of the new IVCSS performed by Mike Moody and his crew. Critical to this effort was the idea and success of paralleling radio assets to two communication control suites — the IVCSS and the existing AN/FSA-52 (1950s vintage control equipment). The IVCSS was the first one of its kind in service to the Navy.

Also part of phase II was the relocation of the emergency communication system (ECS) from the old control tower to the new one. The ECS is an independent backup communication suite that employs its own



The new Radar Air Traffic Control Facility (RATCF) building at the Marine Corps Air Station Beaufort, S.C. NISE East moved all air traffic control operations at MCAS Beaufort from the old site to the new without causing any downtime to air operations.

communication switch, batteries, and radios. In Beaufort’s new RATCF, it will be the backup for the IVCSS and the radios located at the RX/TX Sites.

Other ancillary systems such as the wind speed/direction and altimeter display system and the weathervision system were installed so the air controllers would have this valuable information prior to relocating operations. Certain systems such as the air field lighting control system and the flight data input output system had to be moved on the final day.

On Sat., Jan. 18, 1997, at 11 p.m., air operations from building 600 ceased. On Mon., Jan. 20, the Marines moved their air operations from building 600 to a split operation between the new ATCT and the mobile Marine Air Traffic Control and Landing System (MATCALS), which fortunately for us is stationed at MCAS Beaufort. Relocating these functions allowed us to shut down operations in the old RATCF and begin the final phase — relocation of the radar processing and display systems for the search and precision radars.

On Jan. 20, we began tearing down the old RATCF and relocating its equipment to building 1166. The major portion of the equipment was the radar processing and display systems, both for the PAR and the ASR. These efforts required completion under substantial pressure — the MATCALS was due to deploy in mid to late February for operations in New Mexico. The relocation was completed, the controllers moved in on Feb. 20, 1997, and the ribbon-cutting ceremony was held on Feb. 21.

I would like to emphasize that the successful completion of this project was made possible by the professional, diligent people who did the work. These folks worked long hours and went the extra mile more than once. I cannot praise them enough! Some of these folks are Mike Flynn (NISE East), our installation contractor team (RCI) led by Kevin Rowe, Rey Garcia and Keith Shanklin, and the Ground Electronics Maintenance Division at MCAS Beaufort headed by Master Gunnery Sergeant Dan Pettigrew.

Thanks to all.

Leading edge logistics — the *wave* of the future

By Thomas Trueblood
Systems Integration Office, Logistics

Suddenly, we find ourselves on the threshold of a new century that will dramatically change traditional support processes. No longer will time stand still for paper trails; no longer will information technology be parceled to a top few; and no longer will Sailors stand at the end of the support line.

The Office of the Chief Engineer for Logistics' (SPAWAR 05L) vision for the 21st century is to support our warfighters, and that involves NISE East at the very center. This vision brings total support visibility to the doorstep of a deployed task force.

To support this vision, SPAWAR established and funded a "virtual logistics management team" comprising both SPAWAR and field activity representatives — NISE East, NRaD, Navy Inventory Control Point (NAVICP), and Naval Sea Logistics Center (NAVSEALOGCEN).

To implement and meet the challenges of this new initiative, NISE East established an internal team of logistics professionals — a sub-integrated product team (IPT) to the SPAWAR 05L IPT. This team (code

092L) is led by **Linda J. Lane** (code 721/092L), with assistance from **Thomas Trueblood** (code 721TT/09211) and highly qualified logistics professionals from codes 30, 50, 60, 70, and 0X.

The recently established code 092L serves as the focal point for coordinating and achieving the support for the warfighter. As a subgroup of

ity solutions, and commitment to excellence."

The team has been tasked to provide support to SPAWAR 05L in four distinct areas: operational assessments, career management, C⁴ISR support planning, and program assessments through IPT participation. These tasks include:

Operational assessments: Con-



NISE East's internal team of logistics professionals, a sub-IPT to the SPAWAR 05L IPT. Pictured are (seated l-r) Tony Rizzo, Linda Lane, and Ron Alley, (standing l-r) Tom Trueblood, Roger Aldridge, Chuck Hines, and Jim Debraggio.

the System Integration Office (code 092), led by **Robert Von Allmen**, code 092L strives to support the following mission: "The Systems Integration Office is the fabric that binds the full spectrum of NISE East technical competencies, and carries us rank and file into the 21st century with unity of mission, integrated qual-

duct assessments for all C⁴ISR programs/systems, both before and after IOC;

Career management: Oversee the development of the training environment for SPAWAR acquisition workforce personnel (DAWIA) and

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monitor all actions and decisions pertaining to logistics training;

C⁴ISR support planning: C⁴ISR supportability plan provides basic guidance for life cycle support for all C⁴ISR systems to ensure incorporation of DoD/DoN/SPAWAR strategic supportability planning goals and objectives; and

Program assessments: Conduct program execution assessments for supportability during program definition and prior to milestone decisions and participate in C⁴ISR IPTs.

The most exciting part of this new mission is the opportunity for NISE East to become involved in the development of new and improved methods of logistics supportability, such as leading edge logistics (LEL).

Some of the areas of support being evaluated are: reduced cost of ownership, logistics functional element metrics identification and tracking, reduced repair cycle, new fleet training concepts (video teletraining/mobile training teams/on-site technical training), modeling and simulation for LEL concepts, logistics functional element metrics identification and tracking, private industry support versus service organic support, improved test equipment procurement process, documentation automation (i.e., AIT/4790cks), inter/intranet ILS documentation distribution (ILSP, ULSS, etc), including web site access, joint service program/process initiatives, and integrated product support (items, training, supply support) invisible to the user and accessible by PC.

It is envisioned the new code 092L organization will reach across the entire command in attempts to fulfill its mission; interfacing with platform integrators, fleet, corporate planning and learning, management

information systems, depot planning, command ISEAs for C⁴I and other assigned SPAWAR systems, alteration installation teams, and contracts/business services.

This initiative provides a tremendous opportunity for NISE East. Par-

ticipating in SPAWAR 05L's mission will ultimately improve support to the warfighter.

Teaming

Continued from page 9

week. Availability is usually limited to 60 days or less. Unfortunately, the EHF installation is not the only installation taking place during availability of the submarine, requiring a coordination of efforts.

Due to the complexity of these installations, the on-site representation and capabilities are greater than that of the average AIT installation. Three portable trailers (two 40 feet and one 20 feet), each having specific uses, support the installations. One, a design/administrative office, is equipped with a cad station and a complete set of installation drawings (digital and paper copies). It also contains a computer workstation, a fax machine, and various tech manuals and documentation, with an area for storage of equipment templates and system test equipment. Due to the arrangement modifications required in the radio room, a secure environmentally controlled storage area for the removed equipment is required. Due to the limited time restraints, this equipment is kept close by ready to be reinstalled after structural modifications are completed. The second trailer, equipped with shelves to store the equipment, has an area for installing field changes, as well as pre-fabrication of cables and a mini stock room with various fittings, connectors, pins and other associated parts. The third trailer (20

feet) is a mini fabrication shop, equipped to conduct welding and miscellaneous fabrication. Currently, three sets of trailers are available for use by the installation teams. They are returned to Charleston after each installation and restocked.

Since the first installation on *USS Dallas* in 1993, fifteen 688-class installations have been completed by NISE East, with six installations planned for fiscal year 1997. These installations have been completed pier side during 60-day or less availability.

As a team effort between NISE East and the Trident Refit Facilities (TRFs), memorandum of agreements (MOAs) have been developed between NISE East and TRF Kings Bay and TRF Bangor. NISE East is the only command to have completed EHF installations on board submarines and the TRFs are the only commands to have completed any installations on TRIDENT submarines, allowing the teamwork concept for expertise in EHF installations and TRIDENT to be combined. The MOAs incorporate a strategy that gives the TRIDENT responsibilities to the TRFs, and all EHF responsibilities to NISE EAST. While space availability is greater on the TRIDENTs, some new areas of concern arise, including relocation of the O2 Bleed Station and modifications to the integrated radio room (IRR). Installations are planned during two refit periods, with the first beginning in April at Kings Bay. The first installation at Bangor begins in May.

My *passion* for *race* cars

By Vernon Daniels
Navy Shore Security Branch

■ Rule No. 1: Go fast, turn left!



Vernon "Lugnut" Daniels and son, Andrew, begin restoration of a 1936 Chevy sedan.

It all started when I was about three. I was getting ready for bed one night, and I realized if I was going to do any driving in my dreams, I was going to need a car! Yes, a car. This little collection of shiny parts and four wheels had already captured my attention.

As time went by, I would line up more and more of the little replicas in my bed before going to sleep. What followed was destiny. These little cars would somehow have to compete for space in my bed. Well, it stands to reason that the fastest ones would survive. And that is how my true love for racing began.

When I reached the age of bicycles, I had to have one. I did not want a real fancy one, nor one with all of the options like lights and baskets. By now I had also discovered that the lighter it was, the faster it could be made to go. My family bought me a 20-inch (my legs being shorter than all the rest of my friends), and I immediately removed the fenders (an unnecessary weight) and put an extra five pounds of air in the tires. It made for a rough ride, but a quick one! This phase was to continue through about three more bicycles.

Then came the big day. A real car was within my reach! The only problem was that it was a 1940 Packard. Wow, that thing was as long as the driveway. Well after a short deliberation with my thoughts, I decided to sell it before I got to drive it — wish I could do that over. Then I found a little 1966 Nova. This thing had potential. I could see right off that the weight-to-power ratio was very acceptable. This was it. My first real hot rod. The car went through a great deal of metamorphosis. I became the president of the Mechanics Club in high school and my car was my call-

ing card. But now it was time to move on.

My next adventure was into Corvettes! This was a new level. But even this became mundane after owning 20 of them. I needed a real high. I was building engines for some of the locals and doing some paint and body work. I even donated a few free paint jobs to some SCCA racers. Then came the day.

I was having breakfast with a group of roosters — the counter part to hens — and one of the guys asked me if I was going to be busy for the weekend. Of course, I was waiting for the reason why. He then asked if I would like to go to Road Atlanta and help him on a race team. I really didn't think that an answer was necessary, but I gave him a "yes" anyway. This was the start of my NASCAR Grand National experience. I was just a gofer, but it was kind of neat sitting around with the likes of Waltrip, Earnhardt, and Petty. It was not like being a newcomer, but as if I had been there all my life. This led to another race, and another, and another. Finally, at the end of the year, the owner, Sam Ard, a two-time champion, asked me if I could obligate myself for the next season and a couple of test sessions during the off season. Of course, this was another time that an answer should not be necessary, but I did say "yes." This was when I started working on the cars every free moment I had. I was also trying to condition myself for another job when the season was to start. I was going to be a tire changer. The thought was that I was short and did not have to bend down as far to change a tire as the average person! It worked. The year consisted of two test sessions in Daytona during the off season and was followed by 31 races. This was the height of my life's experiences. The work was hard and furious at times. The frustration was a test of tests. Victory was the reward of rewards. By now I had earned the name "Lugnut." I guess that is better than "Stump," a name given to me by Richard Allen [a NISE East employee in code 712] about 20 years ago.

There is no real way to tell you of my feelings. I made friends I will never forget, and lost some who will always be in my heart. For three more years I continued to try to be at work on Monday (my income producing job) and be at the race track on the weekends. It was tough on the old body, but worth every bit of it. The meaning of teamwork took a new dimension. This was truly a team effort and everyone worked together. If you stumbled in your efforts, there was no time for pointing a finger, just a hand full of fingers helping you. The only way to be successful in the sport (and in life).

Then the day came. We were at the Monster Mile in

My interest in automobiles has not gone away, just refocused. My project now is to share with Andrew the construction of a 1936 Chevy sedan.

Dover. The track was in pretty good shape and we were running good, too. Jimmy Hensley, our driver, was doing what he did best — drive! It was time for our second round of stops (pit stops). Jack Ingram was leading the race and we were running about fifth with some lapped traffic between us. At that time, there were no speed limits on Pit Road. The drivers came in as fast as they could, got their service, and went out as fast as they could. This made for some **real** excitement when you went over that wall! But this day would change my life forever. We were all doing a two-tire change, the right side. By the time Jimmy came down Pit Road, Jack, who was pitting just to our right, was almost ready to return to the track. I saw Jimmy and went over the wall. In a split second, I knew something was wrong. I had been hit by something. It was Jack. His fender had caught my leg as I was going around the outside of our car. I did not know how bad I was hurt, and went on out to my tire, changed it, and went back to the wall. Well, the skin was not broken, but my calf muscle was now on the front of my leg. We cured that with a little 200 MPH tape. The rest of the day was tough. The leg began to swell and hurt by the time the race was over. This made for a long ride home.

The next day I went to my doctor. I noticed that the nurse looked pretty good. On my next visit to the doctor, after another race, the nurse **really** looked good. This time when she gave me my next appointment card, I asked her why she had not put her phone number on the back of it. She took the card from me, wrote a number down and gave it back. The rest is history. A year after our first date we were married and now have a four-year-old son, Andrew, an experience that has topped all others!

I do not race now, nor do I go to that many of the races. The stands are not safe! However, my interest in automobiles has not gone away, just refocused. I recently sold a 1936 Chevy pick-up which I had rebuilt from ground zero. My project now is to share with Andrew the construction of a 1936 Chevy sedan. He has already shown a great deal of interest in it. One thing for sure, I will always have some **great** stories to tell my son, my teammate, while we are building the sedan.

(Editor's Note: Vernon Daniels gave up the hectic existence of the race track circuit for the security and comfort of a cubicle within NISE East. He is a technician in the Navy Shore Security Branch, code 742.)

Love, hard work, and determination

— a very SUCCESSFUL mix

By Lynda Silvers
Chronicle Editor

“My grandmother had a passive strength. She was a very smart woman, and yet so willing to yield her rights. My mother was almost at the other end of the spectrum when it came to yielding her rights. I believe I’m a blend of those two people who influenced me most.”

—T. Breaux

Each year the month of March is designated as Women’s History Month, a time set aside to reflect on the contributions women have made to our society.

The theme for this year’s observance is “A Fine and Long Tradition of Community Service.” With that in mind, we highlight a woman with a history of community service.

Theresa Breaux, an annual career day speaker at College Park Middle School, has participated in many area schools’ career day programs. She and her family walk together with the annual March of Dimes “Walk for Healthier Babies,” and she is a Special Olympics volunteer as often as her schedule allows. She also does volunteer work for junior achievement and St. John’s High School. As a Sunday School and Vacation Bible School teacher, Theresa has been able to influence many 12 to 14 year olds. Involved with the adult literacy program, she has also been a tutor.

As president of the National Society of Black Engineers, Theresa sponsored many projects to help keep our young people in school and to keep them encouraged to go on to higher learning. And, she believes more community service is in her future, possibly as a missionary.

Just where does all this care and concern for others come from? Well, Theresa’s love of God, for one, and the foundation her mother laid for her.

Proving that the welfare cycle can be broken, Theresa’s mother, Jessie Fowler, Ed.D., got her family and perhaps future

generations out of the welfare system — a true community service.

Theresa was born and raised in Houston, Texas, the youngest of five children. Shortly after her birth, Theresa’s father deserted the family, leaving her mother with major responsibilities, minor skills, and limited income.

“Our family survived on day labor and love,” Theresa said. “My mother stretched the monthly welfare check to the breaking point. She worked as a short-order cook and a domestic worker for quite a few years.

“Although we were poor, it never occurred to me that we were. My mother never made an issue of the things we didn’t have, and we didn’t dwell on it. I guess it’s like my grandmother used to say, ‘You don’t miss what you’ve never had.’”

When Theresa started kindergarten, her mother went back to school. Determined to get her family off welfare assistance, Jessie Fowler earned a Bachelor of Arts Degree in English in 1967. After graduation, she landed a job in the African Studies Dept. at Texas Southern Univ. and almost immediately, she registered in graduate school, earning a Master of Arts Degree in History in 1972. And in 1990, Theresa’s mother earned her Doctorate of Education Degree in Urban Education/ Curriculum and Instruction from Texas Southern Univ.

“My mother spent hours talking to us about life and living; the good, the bad, and the ugly. She defined the meaning and importance of friendship and interpersonal relationships,” Theresa said. Besides hard work, a belief in God, and education, Theresa’s mother made sure her children were also exposed to cultural events — concerts, symphonies, plays, and the zoo — not



Theresa Breaux

routine activities for a welfare family.

With a very strict upbringing, Theresa was a well rounded student in high school. She scored very high on the math portion of the S.A.T. and received offers for scholarships from colleges around the nation. She chose Prairie View A&M. Still predominantly black, Prairie View was established in the late 1800s as an extension of Texas A&M.

Theresa graduated cum laud from high school in 1976 and magna cum laud from college in 1980. She is a member of Tau Beta Phi, the most prestigious engineering honor society and is listed in *Who's Who in College and Universities* 1980.

Because of her love of God and her desire to help others, Theresa had visions of becoming a missionary and going into the medical field. But during high school, a visit to a clinic for terminally ill cancer patients quickly proved that she "didn't quite have the stomach for it." Another experience that helped her decide not to pursue a career in medicine was a trip to South America the summer before her senior year in high school. As a member of Amigos de los Americas, Theresa went to Ecuador. "We were trained to give inoculations and were sent to vaccinate people in undeveloped countries. I'd never been away from home and to be so far away was quite an ex-

perience. We weren't sent to tourist areas — no one spoke English. I just realized that I did not have what it takes to be a success in the medical field," Theresa said.

Theresa met her husband-to-be, James Breaux, during band practice in high school. "I played the trumpet," Theresa said, "not because I particularly liked it, it just happened to be the instrument we already had at home. I loved being part of that marching band."

"James was my best friend and confidante in high school and college — we were not sweethearts then," Theresa said. That came later, and they were married while James was still in college. He graduated from Sam Houston State Univ. in 1982, just one month after their first child was born. After graduation, with a tight job market, James joined the Navy, and they transferred to Charleston — where they have been ever since.

Theresa was hired by NAVELEX Charleston (now NISE East) in 1984 shortly after the birth of their second child. She is currently an engineer in the UHF Satellite Communications (SATCOM) Branch (code 541). When asked why she chose the engineering field, Theresa said that it more or less chose her. "My mother could not afford to send me to college so I had to rely on scholarships. I had not planned to be an engineer, but with my math scores on the S.A.T, engineering scholarships were the only ones available to me. And not going to college was not an option. It would have broken my mom's heart if I didn't go to college."

As an African-American woman, Theresa has endured her share of obstacles working in a traditionally white male environment. "In retrospect, I realize there were problems that I should have dealt with as they occurred. I was naive then, and had to constantly prove that I am a competent engineer," Theresa said. "I learned more from Virgil Dugger, a previous coworker, than from any other person I have worked with. He taught me a lot and had no problem sharing information with me. And Mike Reich has also been very helpful to me. I wish I had a mentor like these two early on in my career. They helped me see things more clearly." As for now, Theresa said, "I have a different outlook on my career. I don't have anything to prove — I know that I am a good engineer, and that I can be an asset on any team."

Theresa said her mother and grandmother were the most influential people in her life. "My grandmother had a passive strength. She was a very smart woman, and yet so willing to yield her rights. My mother was almost at the other end of the spectrum when it came to yielding her rights. I believe I'm a blend of those two people who influenced me most."

Theresa and James are now the proud parents of three children: Jessica (4/82); James Jr. (11/84), and Jonathan (12/85). And, yes, college is in their future too.

NISE East welcomes Mike Lough to the Navy Array Technical Support Center

*By Bill Dewey
Integration Undersea Surveillance
System Branch*

The Surveillance Towed Array Sensor System (SURTASS) Array Maintenance Facilities (AMF) were established in the early 1980s to provide "I" level maintenance for the SURTASS towed line array. The AMFs were located in the SURTASS ship home ports of Little Creek, Va., and Pearl Harbor, Hawaii. With the fleet 22 ships strong and intentions of growing to 52 ships, the scope of SURTASS work was significantly more than it is today. With the cold war over, the fleet reduced to eight ships, and the resulting downsizing of the SURTASS program, the AMF in Pearl Harbor closed and all SURTASS towed array maintenance tasks were consolidated to the Little Creek AMF.

In July of 1995, Vice Adm. Sterner, NAVSEA 00, tasked Rear Adm. Shipway to "Lead a NAVSEA business assessment team to address concerns relating to the Navy's towed array industrial base including exploring possibilities for consolidation." The resulting team comprised representatives from all towed array communities including surveillance, surface, and submarine. They recommended that "fat line" towed array maintenance activities, including SURTASS, AN/SQR-19(V) and TB-16, be consolidated to the SURTASS AMF at Little Creek, Va. In October 1995, PMO 411 directed the consolidation of all AN/SQR-19(V) towed array maintenance activities by the end of fiscal year 1997.

The consolidation included relocating equipment, documentation,



Mike Lough

inventories, and material from Pearl Harbor Naval Shipyard (PHNSY), Portsmouth Naval Shipyard (PNSY), and the Towed Array Test and Evaluation Facility (TATEF), West Palm Beach, Fla. Mike Lough, then intermediate maintenance activity (IMA) manager for AN/SQR-19(V) towed arrays, was designated as the NAVSEA single point of contact for the consolidation effort. With Mike's management capability and knowledge of the AN/SQR-19(V) array, the transition of the AN/SQR-19(V) assets from PHNSY and TATEF was accomplished in a matter of weeks — not the previously estimated three months. Along with the transition of AN/SQR-19(V) assets, Mike's job function was also moved from Naval Underwater Warfare Center (NUWC)

Newport to the NISE East Integration Undersea Surveillance System Branch (code 341).

Since becoming a NISE East employee, Mike has taken the helm of the AN/SQR-19(V) maintenance activities. With skillful guidance, he has managed the installation of the plant equipment, transferred and inventoried all piece parts and material, coordinated training of the AMF technicians and oversees the day-to-day activities of the facility. Due to Mike's professionalism and leadership ability, the facility was certified as a depot for AN/SQR-19(V) repairs in December 1996, three quarters sooner than the date projected by NAVSEA. Mike Lough is a fine example of the

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Mike Lough

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quality of personnel employed by NISE East. He exudes the initiative, good judgment, positive attitude, and *esprit de corps* of a true professional. His ability to transition the AN/SQR-19(V) program in a short period of time saved his NAVSEA sponsor a considerable amount of money and provided minimal interruption to fleet support.

The future looks promising for Mike and the newly designated Navy Array Technical Support Center (NATSC). With the eventual transition of TB-16 array support, the facility will be the Navy's single point of contact for all towed array configurations, interface to NAVICP for array asset inventory control, and fleet technical support centers (FTSC), Atlantic and Pacific for waterfront support assistance.

VA publishes new Veterans handbook

WASHINGTON (NWSA) — The latest edition of "Federal Benefits for Veterans and Dependents" is now available from the U.S. Government Printing Office. The 87-page handbook describes federal benefits for veterans and family members including medical care, education, disability compensation, pension, life insurance, home loan guaranty, vocational rehabilitation and burial assistance. It also outlines claims procedures and includes the latest information on changes in eligibility for VA medical care.

Federal Benefits for Veterans and Dependents" sells for \$5.50 a copy, but is available free via the Internet <<http://www.va.gov/benefits.htm>>. Addresses and phone numbers of all VA benefits offices, medical centers, national cemeteries, counseling centers and other VA facilities are listed. To order, ask for GPO stock number 051-000-00212-1 from the Superintendent of Documents, P.O. Box 371954, Pittsburgh, PA 15250-76954. To order with VISA or Mastercard call (202) 512-1800.

Captain's Call

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events have been held with tremendous success. From holiday luncheons to community leaders briefings, from open house to all hands, from NISE East 3-Down conferences to NCCOSC 2-Down conferences, and from upcoming SPAWAR strategic planning sessions in April to program off-sites, to more of the same ... The capability of the facility is impressive!

The team continues to grow together and the pride of ownership continues to grow with it! WE are making a difference, each and every day. WE are enduring change because our collective heart is growing stronger and because our attitude is in our own hands! I shared with many of you a message about attitude that is on the refrigerator door at my house, where I can read it everyday. The message is a powerful one for me. It reads as follows:

ATTITUDE

by Charles Swindoll

"The longer I live, the more I realize the impact of attitude on life. Attitude, to me, is more important than the past, than education, than money, than circumstances, than failures, than successes, than what other people think, say or do. It is more important than appearance, giftedness or skill. It will make or break a company... a church... a home. The remarkable thing is that we have a choice every day regarding the attitude we will embrace for that day. We cannot change our past... we cannot change the fact that people will act in a certain way. We cannot change the inevitable. The only thing we can do is play on the one

string we have, and that is our attitude. I am convinced that life is 10 percent what happens to me and 90 percent how I react to it. And so it is for you... we are in charge of our attitudes."

As a coach, I am beaming with pride and admiration! As a player, I am surrounded by All Stars — champions who continue to achieve Excellence through Teamwork in bringing the Navy the C⁴I information solutions for today and tomorrow.

EMI/EMC lab available

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attenuation of 20 dB at 1 kHz to 100 dB at 1 MHz, electric field attenuation of 100 dB from 1 kHz to 18 GHz, and plane wave attenuation of 100 dB from 1 MHz to 18 GHz. The lab has test equipment for generating radiated fields of up to 200 V/m or more from 1 kHz to 18 GHz, and equipment for emissions measurements up to 50 GHz.

In addition to the EMI test lab capability, code 323 provides a wide array of services in the area of electromagnetic effects to better support the needs and mission of NISE East. Among them are radiation hazard testing, shipboard EMI certifications, DC magnetic field testing, EMI survey investigations, and antenna modeling.

If you would like more information on the capabilities of the new EMI/EMC test lab, would like to tour the lab, or have a need for these services, please contact **Kevin Charlow** at 803-974-5372.



Danny Dotter

A *passion* for wrestling motivates volunteer coach

Danny Dotter, an engineer in the Network Systems Security Branch (code 724), has been active in the sport of wrestling since the age of eight.

As a young student, Danny wasn't sure what career path he wanted to follow. He enjoyed math and was good at it. He was always interested in how things

work and putting things together — an interest directly related to engineering. He graduated from The Citadel in 1987 with a bachelor's degree in electrical engineering and continued on to earn a master's degree in business administration.

About a year after Danny's graduation from The Citadel, he accepted a job with the former NAVELEX Charleston (now NISE East) as an engineer.

Danny does mostly project management type work in the area of computers, network, and information security. But his real passion lies in the sport of wrestling, an interest that was sparked as an eight-year old at Altus Air Force Base, Okla., where his father was stationed. They moved to Charleston just a year later, where there was not much of an opportunity for Danny to wrestle — a sport very popular in the mid-West, but not on the East coast at that time.

"I only got to wrestle maybe three or

four times before I entered Bonds-Wilson High School," Danny said. He had gone to a few of their practices while in the eighth grade, but was only allowed to join the school's wrestling team when he entered high school. In his junior year, Danny took third place at the state championship tournament. "I ended up losing to a person who took first place three years in a row," Danny said.

Danny transferred to Hanahan High School for his senior year, and that's where his love of the sport paid off. Undefeated that year, he won first place at the state tournament — Danny was state champion! "Even though I had been wrestling for a long time and thought I knew the sport, it was not until my senior year that I actually understood the sport and understood the moves," Danny said.

It was wrestling that earned Danny a partial scholarship to The Citadel, which paid for most of his tuition the first year. "The school was tough. I was getting burned out and decided to take a year off from wrestling to rekindle that hunger for the sport," Danny said. "By the time my junior year came around, I didn't think I could devote the required time to wrestling and complete my studies, so I dropped from the team." However, during those off-years, Danny managed to win a couple of intramural championships at The Citadel.

About a year after graduating from college, and because he really has a passion for the sport, Danny contacted the wrestling coach at Hanahan High School and offered his assistance — free. "I offered my time, and they accepted me," Danny said. "It's hard for just one person to coach a team. You re-

By Lynda Silvers
Chronicle Editor

Danny demonstrates some one-on-one wrestling moves with Jerome' McBride, a member of the Hanahan wrestling team, while teammates cheer them on.



ally become proficient by having someone take a more hands-on daily critique, and one coach cannot do that for everyone. The ones who show the most promise, seem to get the most attention."

By arranging his work schedule where he can be off early each day, Danny spends most afternoons during the wrestling season at the school assisting the coach and providing that extra attention.

Danny enjoys working with young people, providing a positive role model. "It's a tough time for kids growing up today," Danny said. "I wasn't the most well-behaved kid in school, and so I can relate to them and talk to them about things they are going through, and try to point them in the right direction."

Danny derives a personal satisfaction know-

ing that he has in some way touched their lives. He has seen kids who were having problems in school, at home, and with the law. And, he has seen some of them turn their lives around, partly due to the discipline required to be on the school's wrestling team. "Wrestling is a great outlet for these boys, and there is a lot of camaraderie among them — among all wrestlers. It takes a lot of dedication, perseverance, and hard work. They do this because they love the sport," Danny said.

Six students from Hanahan went to the South Carolina State Championship Tournament in February. Two won third place titles, and Hanahan earned twelfth place overall. "We took fourth place in lower-state. This is the best year Hanahan has had since 1989," Danny said.

To stay in shape, Danny works out as often as possible — a little weight training, bike riding, and running. To maintain their status on the wrestling team, and to stay within their weight class, the team members must work out all year long, not just during the season. "Wrestling is the hardest sport in high school," Danny said. "Some people may take exception to that, but in wrestling, you have to get down on that mat with someone who has worked just as hard as you — you don't have a team to back you up or help you out; you are all alone. It then comes down to who wants to win the most."



Danny Dotter (kneeling, right) and Coach Ric Raycroft (kneeling, left) take a few minutes out of practice to pose with some of the members of the Hanahan High School wrestling team.

Area leaders gather at NISE East

On Jan. 30, approximately 30 community leaders from around the tri-county area met at our new conference center to hear the latest information about NISE East. Mayors and representatives from just about every town from Charleston to Ridgeville and all surrounding areas were there.

To demonstrate the diversity of projects for which NISE East is responsible, each technical department set up a display and had representatives on hand to explain their capabilities.

Capt. Polkowsky presented an overview of the technical and administrative functions of the command.

Bob Kappler, chief of staff, told the group about amenities and features in the new engineering center which is in the final stages of construction.

Bill Spaulding, host of the event and head of Corporate Communications, explained how NISE East interacts with the community by donating used computers to schools and participating in the upcoming MaST program. MaST (math, science, and technology) is a joint effort with AFCEA to educate the local teachers in today's technology, preparing them and their students for the 21st century.

Mary Graham, staff vice president of business development and the director of the Center for Business Research at the Charleston Metro Chamber of Commerce, talked of the impact the closing of the naval base and shipyard had on the area. She praised NISE East for bringing in new high-paying jobs, relieving some of the stress in the area.



Mike Reich, head of the Command and Control Systems Dept. (code 60), Joe Riley, mayor of Charleston, and Don Bailey, executive director.



Hazel Parson-Starkes, mayor of Ridgeville, Mr. Starkes, and Mr. Bailey.

Rudy Abbot, representing the MMF Division (code 62), talks to John Settle (right), past-president of the Charleston Metro Chamber of Commerce.



Local teachers view technology in action

*By Dawn Carpenter
Corporate Information*

How does NISE East interact with the education community? By sharing their advanced technological ideas.

As a participant of the "Educators in Industry Program," NISE East showed 25 Wando High School teachers a portion of the work accomplished at this command. The teachers were treated to a tour which focused on sharing technological ideas and uses.

On Feb. 26, they gathered at our new conference center for a brief orientation of the command. Afterwards, they visited the video teleconferencing lab in the



Multimedia Systems Engineering Branch (code 732) and the video integrated systems area of the Integrated Display Systems Branch (code 615).

David Wagers (code 732) and **Ken Ayers** (code 615) provided demonstrations and gave detailed information in their designated areas of expertise. During the VTC demonstration, **Capt. Polkowsky** stopped by to extend his appreciation to the teachers.

NISE East exceeds CFC goal

*By Ric Cosgrove, Corporate Information
1996 CFC Coordinator*

NISE East received five awards at the Trident Area Combined Federal Campaign (CFC) Awards and Recognition Program on Jan. 23, 1997 — the culmination of this year's CFC fund raising efforts.

Capt. **Ron Polkowsky** accepted the Goal Achievement Award for attaining 104.5 percent of our goal (total contributions exceeded \$97,600). Additionally, the commanding officer's staff (codes 00/09/0A/0B/0X), the Business Services Dept. (code 10), and the Command and Control Systems Dept. (code 60) each received a Goal Achievement Award. The commanding officer's staff also earned the Chairman's Award given for the highest level of per capita giving (\$129.78). Key Workers **Debbie Strickland** (code 0A1), **Paula Somers** (code 1117) and **Joyce Eckhardt** (code 6211) received these awards on behalf of the NISE East team.

This year's campaign held true to the theme — Experience the Magic — with total pledges and contributions of \$841,581 (105.2 percent of the goal) from the 131 participating federal activities. NISE East is proud to be a partner in the CFC and Trident area community.



Capt. Ron Polkowsky studies a science project at Hanahan Middle School where he was one of the judges in a recent science fair.

Clyburn impressed with NISE East

U.S. Rep. James E. Clyburn, who represents the Sixth Congressional District of South Carolina, visited NISE East facilities on Jan. 23, including the new engineering center currently under construction.

The congressman, interested in how NISE East impacts the community with jobs, education, and training, was told of our recent donation of computers to Cainhoy Middle School, and of the MaST (math, sci-



Don Bailey (l), executive director, Rep. James E. Clyburn, and Capt. Ron Polkowsky tour the new engineering center which is scheduled for occupancy in April.

ence, and technology) program currently being organized for the teachers in the tri-county area.

After the command brief, Clyburn was treated to a tour of the new engineering center, a demonstration in the air traffic control area and one of the labs in building 3113. He also visited the new integration fa-

cility and the conference center in building 3112.

Clyburn and his staff were impressed with what they saw here. They indicated this was one of the best orchestrated and most informative tours they had been on. Thanks to everyone for a NISE job!

The NISE East Chronicle

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Our Mission is to provide electronics material support: Conduct engineering studies, analyses, design and test support; install, upgrade, modify, restore, and remove hardware and software; develop logistics requirements and plans; support and execute programs and projects; and develop training requirements, plans, and materials.

Our Vision for the future is to be the activity of choice by our customers, the innovator of new technologies and systems, an ambassador and business partner in the community, the leader in electronic engineering facilities, the provider of a safe and nurturing work place, and the premier organization for new business strategies.

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